5.1 CONCLUSION OF COMPARATIVE ANALYSIS OF CORRIDORS A, B, AND C

Based on the above analysis and the lack of public support as discussed in Section 6, Corridor C was eliminated for further consideration. The major reasons for eliminating Corridor C are:

- It is substantially higher in cost than either Corridor A or B
- It ranks lowest for system linkage and travel efficiency.
- It does not serve either Canton or Macomb well.
- If Corridor C is selected, improvements will still be needed on IL 116 between Peoria and Farmington.
- As summarize above, it has the highest potential for impacts to Section 4(f) and Section 6(f) properties, archaeological resources, wetlands, floodplains, streams, and threatened and endangered species.
- It has an estimated 30 percent more relocations required than either of the other two corridors.
- It has very little public support.
- It offers no substantive advantages over Corridors A and B in other areas.

5.2 COMPARATIVE ANALYSIS OF CORRIDOR BY SEGMENT: AA, AB, AND BB

After Corridor C was eliminated, Corridors A and B were evaluated in more detail. In addition to Corridors A and B, a combination of the two was considered: the eastern part of Corridor A combined with the western part of Corridor B (Corridor AB). Corridor BA was not considered. Once Canton is bypassed to the south (B east), using the western part of Corridor A merely adds travel because of the necessity of going back north. For this segment analysis, Corridor A was designated as AA, and Corridor B as BB. Selected bands and associated impacts in each of these corridors were analyzed. The results are summarized in Table 5-1. As shown in the table, impacts and benefits overall are fairly similar for the three corridors.

Corridor AB is recommended for the following reasons:

- As discussed in Section 6, it has the greatest public support.
- It's preferable from a traffic standpoint. In the east, if Corridor B is selected, IL 116 west of Hanna City will require capacity improvements. If Corridor A is selected, other capacity improvements in the study area will not be needed. In the west, there is more traffic in the

south and central part of the study area than in the north, and the western part of B better accommodates it, particularly the Cuba-to-Canton traffic.

- It provides access to Farmington.
- It can use about 6 miles of existing railroad right-of-way. Corridor B is almost all new right-of-way.
- It is the corridor that was selected in by IDOT and FHWA in the 1970s and there are no changed conditions great enough to make other corridors preferable to it now.

As shown in Exhibit 5-1, some further adjustments were made. Where the A and B sections were joined near Canton, some now superfluous area northwest of Canton was eliminated, and the corridor was widened to the east to provide for alignments east of the airport. A small addition was made on the east end of the corridor to accommodate potential future expansion at the Peoria Airport.

TABLE 5-1
CORRIDOR COMPARISON BY SEGMENT

Issue Analyzed		AA	AB	BB
Wetlands National Wetlands Inventory	acres	35	40	60
River, Canal, Stream Crossings USGS TIGER (2000)	#	28	26	29
Farmlands (agricultural land) IDNR Land Cover	acres	2,300	2,400	2,200
Timberland (forested land) IDNR Land Cover	acres	210	190	370
Farmland Severance Scaled from aerials	miles (locations)	19 (53)	16 (42)	11 (33)
Population within 2 miles of band USGS Census (2000)	#	41,600	40,000	37,100
Population within 5 miles of band USGS Census (2000)	#	43,100	41,000	39,400
Total Estimated Construction Costs (rounded to the nearest $10 Million)		$410 - $770	$470 - $870	$530 - $760